

IBM Flying Club Newsletter July 1998

Clear Prop! - Jon Butts

It has been a sad time since John Southerst's gliding accident at Dunstable. I believe there were at least nine flyers at John's service, from IBM, the Army Flying Association and the G-BRTD group. I met John's wife, known by her nickname 'Kay', after the service and was able to pass on our condolences. It is heartening to be able to write that Kay was "very pleased to see so many flyers, and you guys keep on having fun". Gracious encouragement indeed. Those of us who knew John will miss his company, while remembering him as the true gentleman he was, and the thoroughly happy and relaxed times he spent in and around aeroplanes.

By way of tribute to John, I would encourage those of you who would like to do so to make a personal donation to the British Royal Legion. Please supply your first name, and if you wish, mention the IBM Flying Club. Send care of funeral directors: A.H.Freemantle, 46 South Street, Titchfield, Hants, PO14 4DY.

It is vacation season and a lot of people are away right now - if you're needing aviating company, there's still time to come along on the Eire trip to Mayo that Steve Pick has set up for us - details below. Also the Club BBQ new date and venue is announced - and it promises to be quite an afternoon! One for your diary, whether you come by air or car - Sunday Sept 6th.

Best wishes to Danny Elliott, having braved the Doc's and gotten a heart bypass logged in his medical records! Danny is at home having a rather well deserved rest. All the best Danny, I'm sure June and Danny Junior have got you under good control for a couple of weeks at least!

Bourne Park Fly-In and BBQ - Paul Goodman

Date: Sunday 6th September Time: 12:00 to 16:00

You are invited to fly or drive to the strip which is approximately 3 miles north of Andover. A BBQ will be provided by Denis and Ann Howe but it will be more basic than the Hursley bash. Please bring your own drinks. There will be a nominal charge. (ed: funds raised will go to the Royal British Legion in honour of John Southerst).

If you intend to come please advise Paul Goodman whether you plan to be flying or driving and the total passengers. **Paul will issue airfield instructions closer to the date.** (ed: John King, Brian Mellor and Chris Thompson know the strip, if want to talk it through with someone before attempting it.)

Paul Goodman MP141 HURS 246610

County Mayo Flying Club Fly-In - Steve Pick

August 1. County Mayo Flying Club Annual Fly-in

Spot-landings, Timed Circuits and other competitions will proceed throughout the day. A FREE barbecue is provided on the Saturday evening and a bar will be on hand for those who wish to partake. Fuel may be available at Castlebar, but if not a FREE landing at Connaught (Knock) (16 nm north) will be arranged. ('SF' will probably go there anyway as Castlebar is 610m of grass and probably a bit of a challenge 4 up with fuel..!) The Monday and Tuesday following are Bank Holidays in Ireland so you may wish to consider staying a little longer and exploring this lovely part of Ireland.

west coast. Accommodation is being negotiated at a 'nice' hotel in the centre of Castlebar. Cost depends on numbers so please let Steve know if you wish to book. If there are any other aircraft captains thinking about going but are short of passengers I have a couple that are keen to go, and share costs!

Not Third Time Lucky - Dave Ashford

Once again I find myself writing a piece for the Newsletter about not visiting Shetland. Perhaps I can get there by setting off for somewhere else and then diverting at the last minute. I certainly don't seem to be able to get there by planning to fly there directly or even by less direct routes.....

Earlier this year I hatched a plan to fly clockwise around the North Sea, making the crossing from Shetland to Bergen and then basically following the coast down to France and then back to my home base in Southampton. The whole trip was to take between a week and ten days (it was about 1700 miles). Only one other Zero Boy was mad enough to volunteer to join me for the trip, however the others all said that if we could take less time, they would be interested too. I was thinking about this and trying to decide whether or not to drop my plans for a leisurely trip when Irv suggested that we fly to Bornholm with a bunch of German fliers to celebrate Father's day. It would be a four-day party with Oompah bands and lots of beer, which sounded like a lot of fun. I found Bornholm on the chart (it's in the Baltic, east of the southern tip of Sweden) and it was roughly in the right direction, so with a little prompting from the other Zero Boys, a plan was hatched to include this in a modified North Sea trip.

We would now fly from Southampton to Bornholm and then up to Bergen and from there to Shetland. From Shetland we would route west to come back home via the fly-in at Mull. Roughly 2100 miles - in five days! A little quicker than I had originally planned and in the opposite direction, however I was happy with the idea as it would get me to Shetland at last. I'd failed on my two previous attempts to see the lighthouse at Muckle Flugga, so this looked like I was finally going to get there. Not only that, but all the Zero Boys wanted to come along too and, fortunately, so did Ranjit. Two 'planes, six fliers - perfect. After many hours of planning, several meetings and a couple of hundred pounds worth of charts and flight guides, some life-raft training and the purchase of a bright orange romper suit each we were ready to set off on our sprint around North Sea.

The three or four days before we were due to set off the weather was perfect - a high pressure system set up residence off the north of Scotland and everywhere on our route was getting good weather. If only we'd planned to go a week earlier! Anyway, by the day of our departure the weather was still good, although the viz had been deteriorating as the week had gone on, but the forecast for Rotterdam and Bremen looked good, so we set off on the first leg in good spirits. Routing along the south coast the weather was OK but as we reached mid-channel a layer of fog appeared below us and we lost sight of the French coast. A quick call to Ostend confirmed that the weather at our destination was still good so we continued our flight and landed at Rotterdam for refuelling without any problems.

Leg two was to Bremen and was largely uneventful, some might even say a little boring as the landscape is very flat in that area and there is nothing much of interest except for an experimental mag-lev train track which we passed just as we crossed the border into Germany. From Bremen the final leg of the day was into Barth, a Baltic coastal town in the former East Germany.

Several days beforehand I had 'phoned the controller at Barth to find out if there were any special procedures that I needed to take into account and to enquire about airport closing times etc. The airport was scheduled to close at 18:00, so I agreed to call from Bremen if we were going to be later than that. We left Bremen at 18:30 and I hadn't been able to make a call, so we asked one of the controllers en-route to call ahead for us, but we heard nothing back. As you can imagine, we discussed various alternatives, but when we called Barth on the radio, the controller replied.

Remembering that we were coming in today but not having received a call from us, he had called Bremen to find out what time we had departed and had kept the airfield open until we arrived! What a star! We were very grateful and despite the fact that he had stayed on two hours longer than normal, we received a very friendly welcome.

We adjourned to the local airport hotel for an excellent meal (apart from Paul's curried steak - serves you right Paul!) and a well deserved beer (or three). Our plan for the next day was to fly to Bornholm (about an hour's flight) and spend the night there. The following day we had planned three 2+ hour flights, but bearing in mind our experiences from the first day, we decided to fly to Bornholm and then on to Gothenburg and spend the night there. That would leave us less flying for the following day and looking at the weather reports we might need the extra time that would give us.

We arrived at Bornholm about lunchtime to find Irv standing on the balcony outside the tower. We had lunch with him in the airport and then gave him the news that we weren't staying over night, as planned. To his credit he didn't look at all disappointed. I wonder if we should read anything into that? I'm sure we'll find out why from his trip report....

From Bornholm we routed over the southern tip of Sweden and then up the coast to Gothenburg. The weather was a mixture of Cbs and clear patches, but the cloud base was high enough, so there were no great problems. The scenery was starting to get interesting, although we all remarked on how flat the southern end of Sweden is - it wasn't at all what we expected. We landed at Save after a very scenic approach up the coast. We also did a little loose forming en-route, which was a first for some of us :-). We found a hotel in the centre of town and after a quick march around the city led by Paul (why did we pass so many lingerie shops?), we ended up back at the hotel where we sat outside and ate a pretty good meal, accompanied by some in-house entertainment from a local drunk seated at the next table. The weather had become noticeably cooler (it was about 4 degree Celsius), but the canopy over the terrace had built-in heaters, so we weren't cold. We left the restaurant at about 10:30 and it was still light!

Day three was, for me, the best day of the trip and the one that I had been looking forward to the most. We flew in loose formation up the south-west coast of Sweden and then down the south-east coast of Norway to land at Kristiansand. The airport sits at sea level at the end of a long valley and we approached down this valley to land straight-in. It was one of the prettiest approaches I have ever flown, but it was icy cold on the apron when we arrived - I was glad to be wearing my immersion suit.

From Kristiansand we cut across the southern tip of Norway and saw some spectacular scenery - deep fjords, snow-capped mountains and lots of interesting little inlets and bays. Bergen arrived too soon for me - I could have spent all day flying along that piece of coastline. We landed mid-afternoon and made straight for the met briefing room. The news was not too good. The high-pressure system had moved back into the Atlantic and was now sitting off the west of Scotland and there were several low pressure systems tracking around the north of it, heading right into our intended path across the North Sea. Shetland was out of the question - low warm-sector stratus ruled it out and it didn't look as if things would improve - so we planned to route directly to Aberdeen (300 miles) with the option of diverting to Stavanger if things looked bad en-route.

Shortly after leaving Bergen the cloud filled in below us and the crossing was largely uneventful, sat between layers. We didn't see much of the North Sea except where the oil rigs had burned holes in the clouds! About half way across the layers above us vanished and we sat in glorious sunshine at FL055. We thought we'd be able to join VFR at Aberdeen without any problems, however with about 20 miles to run the cloud layer below us returned. I chose to go IFR and take vectors for the ILS but Neale (in 'KS) stayed VFR and routed in underneath the cloud at about 1500 feet. We arrived on short finals in 'ZERO as he was completing his downwind leg, so he did an orbit and let

us land ahead of him, ever the gentleman!

We found a hotel near the flying club and in the morning were treated to a warm reception at the club, where we planned our trip home. The expected poor weather had arrived and blocked any chance of visiting Shetland or Mull, so we routed south to Humberside at low level along the coast and then back to Southampton (for 'ZERO) and Thruxton (for 'KS).

We set off on Wednesday 20 May and arrived back on Saturday 23rd May, having flown 2100 miles in about 20 hours flying time and visited six different countries. No wonder I felt tired! I had a great time and I was very grateful to everyone who came along. Particular thanks go to Ranjit, who put a lot of trust in the rest of us and contributed a great deal to the trip. It's a trip I'll never forget and my only regret is that I STILL haven't visited Shetland!

(Ed: aye, and it'll be a brave man who takes wings there afore ye!)

Safety Subsidy Reminder - 'The Committee'

So far the following people have claimed a 1998 subsidy: D Thomas, VFR; A Chandler, VFR; C Grange, IFR; J Southerst, VFR IFR NAV *(ed: John enjoyed his refresher flying with Irv, and I'm sure he'd encourage us all to take advantage of the subsidy and do a little dual flying over the summer. Time goes by, I must get mine organised soon.)* [Please see the January 1998 Newsletter for details of how to claim your subsidy.](#)

Dinghy Drill 2 - Jon Butts

Following last newsletters invite to do so, Verity and Roger West put their names down with me for any liferaft training that we organise in future. I expected it to be quite a while before the opportunity arose again, but - little do they know - I may be able to request places for them on a military sea survival course I've been invited to on Sat 15th August. As this includes exercises in an outside pool - whatever the weather - I am waiting for them to return from vacation before I sign them up for it!! If anyone else is interested please let me know asap, and I'll see if a place can be made available for you!

Jet Heritage (Bournemouth) - Irv Lee

Just a few words to advertise Jet Heritage is now open at Bournemouth (Hurn) Airport - a great display of RAF jets from 1945 to 1970, all in flying condition, and a wonderful Dragon Rapide, which 6 air cadets and I got a flight in for helping out with the opening day in May. For spotters especially, they have been given land just next to Runway 26 hold as a picnic area for visitors to the museum. If anyone wants to help them out by practising web-design skills, they would love to hear from you. Contact via me. ps: The fly-in to Bornholm was brilliant, but this is a "flying newsletter", not a "drink-eat-chat-drink-eat-chat-drink-eat" newsletter, so there won't be a report! You'll have to go next year to find out - well worth it, and if you want to experience 'organisation' at its best, as well as a really friendly few days amongst German pilots, try it in 1999. The only downside is a personal thing - I had at one stage to eat a Bockwurst (or it might have been a boiled Bratwurst I suppose), as they had been flown in specially along with crates of beer, and it is the "spring" of the skin as you bite into it that puts me off. Still, it was only the one, and the rest of the 4 days was fantastic.

IR - Dave Sawdon

My bank manager and I are pleased to announce that I am now the proud holder of a multi-engine Instrument Rating.

I'd been considering doing an IR for a while and finally decided to take the plunge earlier this year. I won't go into all the details of the training and test here but I learned a lot from the process, both technically and administratively, and I would probably approach the task differently if I knew what I now know at the start (if that doesn't sound too odd!) If anyone is thinking of doing an IR please give me a call as you may as well learn from my experiences.

This new found expertise means that I can offer my services as an IR safety pilot if you need to (almost) guarantee being able to get somewhere or if you want to try flying on the airways.

Who's Who part 2 - Jon Butts

Continuing on from last month, thumbnail sketches of some more members from this years membership forms. If there is someone flying something or somewhere you're interested in, just get in touch.

Starting where I left off in the membership file is Mark Frankland, a long-standing member and contributor to the flying club. Mark has night and IMC ratings and is a member of the PFA and the G-BHXX PA28 syndicate flying out of Thruxton and Bourne Park. Next up is Neale Fray, a 'zero boy', flying Grumman Tiger G-ZERO out of Southampton, with particular interest in touring, tailwheel flying and bell-ringing. (Pat might say it's the phone-ringing that could use a little more practice Neale!)

Here's another yet another zero boy, Paul Goodman, as per Neale but it's Bristol 170's that Paul prefers to bell-ringing. And I happen to know that Paul is NOT a spotter. (Unless you know different). Clare Grange isn't a spotter I'm sure, flying syndicate Tiger G-BIBT out of Southampton with IMC and Night ratings. Flying specialities are touring, and organising club fly-ins.

Martin Halfacree likes touring (first trip to France this summer) and has a share in the Fuji G-BEUK at Southampton and occasionally exercises his PPL on Tiger G-PORK as well. Escaping Southampton for a bit, Blackbushe is where you can find Clive Harris indulging his interest in helicopters, PPL(H) flying Robinson 22's there. Graham Horn is a PPL(A) based at Old Sarum flying tailwheel, in particular his immaculate Aeronca Champ G-JTYE. "Geting ready for annual - hopefully in the air by April/May" it says here. And so it was, JTYE is already out and about this summer. Interests are 'Vintage, touring and just flying around.'

Denis Howe, our secretary whose membership file I've half-inched, is a fully rated passenger, who will fly from anywhere in anything he can, especially vintage or touring. Spare seat to fill? Give Denis a call! Jim Hull has had his PPL for a couple of years now, renting out of Old Sarum and Popham. As you will have read in the June newsletter microlighting is Jim's main thing!

Gary Jones is one of ours down at Goodwood, putting hours on going places in the C172 G-BEMB. Night and FAA PPL/IR. Famous for leading the pack at Odiham, in all good faith, honest guv. It's ok, we do believe you! (Bob, wheres that photo?! :-)). John King, IMC, night and twin, gaurdian of G-BHXX's 1000 twiddly bits, gets to fly all sorts, mainly out of Thruxton and Bourne Park. Specialist skill is salad dressing, Denis please note for BBQ.

Irv Lee has all the ratings up to and including QFI, flying C150 and Rutan Long-ez. A member of the Army Flying Association and AOPA Irv most likes his frequent forays across the channel to France. He's the man to call for a cross-channel check-out, and a fun day out! You can guess from the types flown, Starduster Too and Yak 18T, that Simon Lever is into interesting types and aerobatics. Simon lists touring as an interest too, and we often see the Starduster out and about from White Waltham. It'd be great to see the 18T at one of our fly-ins sometime Simon. More names in the frames next month.

Around the North Sea in 80 hours - Jon Butts

A bit more of a whiz round than we had planned, we found ourselves back on the grass at Southampton only 80 hours elapsed after leaving on the Wednesday morning! The weather forced us out of the R and R planned for Bornholm and Mull, but we still managed to take Thursday and Saturday mornings off. It was a fairly even splits I guess - 20 hours flying, 20 hours sleeping, 20 hours faffing about, 10 hours eating, 10 hours off. The pace was set by the weather, which was going to cut-off our route back across the North Sea if we didn't get over by Saturday morning. We arrived at Bergen mid-afternoon on the Friday. We picked up a good met briefing, to find we were already too late weatherwise to fly to Shetland - the shortest crossing, 200nm. The other shortest crossing I had drawn on my chart was Stavanger to Aberdeen, but Stavanger was well south of us by now.

The forecast for the next couple of days was not at all promising, so after consultation with the met man we concluded the most viable plan would be to fly Bergen - Aberdeen, fully 100nm more than the 200nm crossing we'd all signed up for! Although I'd have preferred to minimise the over water distance, we had tried to do that, and in this circumstance it was better to head for Aberdeen with its VFR weather, with Edinburgh as a good diversion candidate. If the weather was to turn foul anywhere mid North sea, we also knew we could simply head for the CAVOK weather we'd flown through earlier at Stavanger.

Perhaps oddly, I didn't have a single concern about engine problems and flying single engine over water before, during, or after the flight. I think that's because owning them, we now know our engines quite well, and have a good feel for what's 'right' and what 'don't seem normal'! We'd just flown the aircraft about fifteen hours in the previous three days with everything performing as expected. Of course an engine can play up at any time, but usually you get a few hints first. With the engines ok, and with our emergency preparations done - all we could do now was get on with it!

Neale, Ranjit and I tracked out from Bergen on our pre-calculated heading. Apart from using the coastline to sense-check where we were headed, we were able to use a VOR radial to confirm that the heading was working out ok, with maybe a hint of drifting ever so slightly north. I used the DME while it was available to time the first few 10 nm sectors, settling on six minutes per ten miles. With that it was easy enough to jot down estimates for each of the ten mile marks en-route, ready for when all the nav aids went out of range. And they did - I thought I might get an NDB off a rig or two, but such-equipped were too far north of us. From about 80 nm out it was a case of holding heading and watching the clock to tick off each ten mile mark, and expecting to make landfall somewhere in reasonable range of Aberdeen! Of course the Scottish nav aids came in about 80nm off Scotland and we were able to correct our heading southward (we were 4.8 n.m. north of track at that point) to coast in at Peterhead.

We got that 4.8 figure out of Neales GPS at the end of the flight, which Ranjit was playing with in the back. As addictive a comfort-blanket I think it is, you can't use the GPs for primary Nav, and Ranjit was under strict orders not to relay any of its info to us up front, unless life-threatening! As it was, we'd already had some GPS-sourced comfort from the other crew in loose formation behind. They were using their GPS to check up on the nav of the lead crew, and at about 140nm out had slipped into the conversation that their magic box showed us on track. Well, if the heading is working, and the winds aloft consistent as far as you can tell, there's no reason not to expect it to keep on working out really. If you plot a 300nm line on a GPS, switch it on at 200 nm, what are the odds of being on the line itself at that point? I don't see how anyone can expect to be on it, without using the GPS as primary nav of course. As it was, my view is that the traditional method perfectly adequate for the 200nm sector between the approved nav aids. A bit of background GPS comfort doesn't go amiss, but it takes real discipline to prevent the tail wagging the dog.

Within about 40 nm of Aberdeen I really thought we'd done the hard bit. Little did I know! The arrival ATIS at Aberdeen was acceptable VFR, something like 1400 scattered, broken at 2200,

overcast at 3500. Neale was flying, and we were on top of what was a thin layer of cloud. Prior to decent Neale and I played a game of guessing the base. By the time we got the decent started the whole layer was thickening up and getting darker. We tipped off the other crew to get their approach plates out! With hindsight, a quite significant block of cloud was sitting along the coast, between the relatively cloud free north sea behind and the airport ahead. Lesson: you might find some real IMC conditions quite unexpectedly, just before you get to your ATIS confirmed VFR destination, even as close as 20 miles out. If you're top have a plan as to what to do if you haven't gone VFR by the time you need to for a VFR join!

Our descent continued at a good rate over the sea, and we were real surprised not to be seeing something of the surface by 1500agl. As we coasted in at Peterhead, on a clearance direct to the field VFR, we, and in particular Neale began to get uncomfortable. In theory we could keep descending to break cloud, as the significant hills are on the other side of the airport. Sure, theory works really well if you *really are* where you think you are - but if you're not, a controlled flight into terrain incident becomes a possibility. Without a single navaid that would point at the airport (VOR's and NDBs are offsite; we'd no RNAV) we tuned an NDB further south along the coast and headed that way on a tactical heading, still IMC. Almost immediately, Neale made a command decision to cloud-break over the sea. We headed east again, took a DME range off the VOR, and asked Ranjit if he was happy (knowing that with a GPS in his hand back there he'd say if he had reason not to be!). Neale made a gentle descent and the sea popped into view as we popped out of the cloud at about 750 agl. It was a pretty solid looking localised overcast, with great viz underneath, and we headed back to the shore line at 700ft to join the Aberdeen circuit visually. Dave in ZERO had just broken out of the cloud on the ILS at about 1200 or so ft, so Neale gave way prior to landing at an as promised, reasonably VFR Aberdeen.

Interesting stuff, localised weather! Watch out for it around scottish coastlines in particular! It certainly made us work off the cuff, with both solutions, ILS, and a classic cloud-break over the sea, working out just as they should. Well done Dave and Neale - it may have only been a few minutes flying time, but dealing with that unexpected pressure at the end of a three hour north sea crossing was no mean feat! :-)

All in all the whole tour was a most memorable trip indeed, thanks to Dave for setting it up, and the whole team for getting us round! P.S. I'd like to go again guys!

WANTED - Bone dome with electrics, visor, etc.

Does anybody have (or know of) a bone dome for sale? Either medium or large sizes would probably do, preferably with both oxy mask and boom fittings but anything considered. Dave Sawdon 246120

WANTED - Info on hot air ballooning

Does anyone have any contacts in the ballooning world? I'm looking for someone who could take the family for a trip, any suggestions? (*ed: apparently if you look at the ads in the back of SHE magazine you'll find they include balloons (seriously). Best cover your eyes for the other ads though*). Dave Sawdon 246120.